

COUNTRY \_\_\_\_\_ REPORT \_\_\_\_\_

TOPIC Merseburg Airfield 25X1

EVALUATION \_\_\_\_\_ UNCODED \_\_\_\_\_ PLACE OBTAINED \_\_\_\_\_ 25X1

DATE OF CONTENT \_\_\_\_\_ 25X1

DATE OBTAINED \_\_\_\_\_ DATE PREPARED 5 January 1953 25X1

REFERENCES \_\_\_\_\_ 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

This is UNEVALUATED Information

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1. Air activity observed at Merseburg airfield during the period from 14 November through 3 December included: 25X1

14 through 19 November. No flying was conducted. There was a 10/10 overcast at altitudes from 300 to 800 meters, and visibility was about 3,000 meters. During the period covered, the snow was not removed from the landing field.

20 November. Flying was practiced from 8:30 a.m. to 5 p.m. Aircraft \_\_\_\_\_ were involved in this activity. 25X1  
There was a 5/10 overcast at an altitude of 1,500 meters. Visibility was unlimited.

21 November. Between 8:30 and 11 a.m., MiG-15 or type-29 planes \_\_\_\_\_ were observed circling three times over the airfield. 25X1  
The weather was bright and visibility good.

22 November. Between 12:35 and 1:20 p.m., individual local training flights were made by some MiG-15s \_\_\_\_\_. 25X1  
The weather was fair and visibility good.

23 November. No flying was observed. There was a 5/10 overcast at an altitude of 600 meters. Visibility was good.

24 November. Individual local training flights were made between 9:50 a.m. and 5:30 p.m. There was a 5/10 overcast; the cloud base was at an altitude of 400 meters.

25 and 26 November. There was no flying. The ceiling was at an altitude of about 500 meters.

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27 November through 2 December. No flying was observed. It snowed on most of the days of observation, and the snow was not removed from the landing field. Visibility was poor. On 27 November, [redacted] 30 MiG-15 or type-29 planes, 1 Yak-11, and 1 type-29 plane at the field. On various days after 22 November, [redacted] the aircraft were cleared of snow after snowfalls. No other maintenance work was observed.

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3 December. Four or five planes were observed flying between 9 a.m. and 2 p.m. The cloud base of the closed ceiling was at an altitude of 400 meters, and visibility was about 700 meters. There were intermittent light snowfalls. The runway was not cleared of the thin snow cover. After the take-off, the aircraft quickly disappeared in the clouds. They were not seen again before they came in for a landing. [redacted] 30-minute instrument flights were made. The landings were presumably made by means of instruments because visibility was very poor. During flying activity on this day, the two pairs of red lamps on both sides of the end of the runway were in operation. [redacted]

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2. Prior to 3 December, the alert planes were seen at their usual parking site. It appeared that there was less activity near these planes after 22 November than during the preceding weeks. In no case was it observed that the engine of an alert plane was started or that maintenance work was done on them. During the summer months it was repeatedly noticed that the engine of an alert plane was started after dusk.<sup>2</sup>

3. On 27 November, the radar set equipped with four groups of dipoles was in operation for about 15 minutes. It did not rotate, but moved slowly to and from within an angle of about 60°.3

4. In late November, no activity was observed in the AAA emplacement. The barrels of the guns were clearly seen. The canvas covers of the guns were covered with snow.<sup>4</sup>

5. On 29 November, three railroad tank cars arrived at the installation. [redacted]

25X1

No other railroad tank cars arrived during the period from 22 November through 3 December.<sup>5</sup> Trucks observed at the installation [redacted]

[redacted] All the drivers were black-bordered blue epaulets.

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6. Between 12:30 and 1 p.m. and 5 and 5:45 p.m. on each day during the period from 10 through 21 November, four MiG-15s were observed south of the eastern end of the runway. About 5 p.m., a hangar was opened, and planes were towed by a jeep to the aircraft dispersal area. It appeared as if the alert planes were exchanged at night. About 11 p.m., light was repeatedly observed in the western hangar. Since 19 November, an excavator had been employed at the northern edge of the installation at the end of the old spur track.<sup>6</sup>

1. [redacted] Comment. A fighter regiment is stationed at Merseburg airfield. After the completion of the fall maneuvers, air activity at this regiment decreased considerably. [redacted]

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[redacted] It is believed that the regiment includes a large number of pilots trained for all-weather flying. If weather conditions permit the remainder of the pilots are probably trained intensively in instrument flying. [redacted]

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2. Comment. [redacted] the turbines of alert planes were subjected to trial runs in the evening. During the winter months such an engine warm-up would be useless, because the turbines cool off quickly. Since the procedure was apparently stopped, it can be assumed that preparations for a take-off of alert planes will require more time in winter than in summer. 25X1
3. UNCODED. This radar set together with a set fitted with two Yagi type antennas is located in the southeastern corner of the field. [redacted] 25X1  
[redacted] 25X1
4. Comment. It is believed that a battery of 6 x 37-mm AA guns is emplaced at the northern edge of the field. 25X1
5. Comment. This indicates that the Leuna hydrogenation plant delivered fuel directly to the field. Usually, the field is served by the fuel depot in Aken. 25X1
6. Comment. [redacted] construction work was observed only at the southern edge of the installation in connection with the construction of a fuel dump. [redacted] 25X1  
[redacted] 25X1

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